(d) and (e) The guidelines have been modified to the extent to rotate the business of insurance of Indian Airlines' fleet amongst the four public sector insurance companies in order to create a level playing field and to gain the advantage of strengths/experience of all the companies.

Private airlines to overseas destinations

1169. SHRIMATI BIMBA RAIKAR: Will the Minister of CIVIL AVIATION
be pleased to state:

fa) whether Government are committed to permit the private airlines to fly to more overseas destinations;

(b) whether Al and IA have been unable to utilise the rights bilaterally negotiated with Governments of flight destinations; and

(c) whether Government would consider permitting the private airlines fly the same routes instead of giving the unused bilateral rights to foreign airlines?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI PRAFUL PATEL): (a) Government has presently permitted Private Domestic Scheduled Operators (PDSOs) to operate to SAARC countries against unutilised entitlements of the Indian side subject to the provision for designation of multiple airlines in the respective Air Services Agreement.

(b) Operation of international air services by Air India and Indian Airlines is a matter of commercial judgement of the concerned airlines depending upon the fleet availability and traffic demands. Designated Airlines of India are utilising most of the commercially viable rights that are available to them to the extent permitted by the availability of aircraft and other resources.

(c) At present, the operation of private airlines to SAARC countries are permitted only on the unutilised traffic rights of Indian side.

Recovery of dues from airlines

1170. SHRI JANARDHANA POOJARY: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether it is a fact that a number of airlines owe huge amount of money to Government on account of various levies and taxes;

(b) if so, the details in this regard, with outstanding amount in respect of each airlines;

(c) what measures are contemplated to recover the arrears from the defaulting airlines and reduce the loss to the exchequer;

(d) whether Government are contemplating a re-look into the Civil Aviation Policy in order to ensure only the right players get the licence to operate air passenger service; and

(e) if so, the details in this regard?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI PRAFUL PATEL): (a) and (b) A sum of Rs. 75,701 lakhs is owed by various airlines to Airports Authority of India as on 30.9.2004. The details are given in the Statement. (See below)

(c) AAI has taken suitable action wherever necessary to recover their dues. Further, if the airlines defaults in making payment, they are put on operation on cash and carry basis. Security deposit is also taken from Air Taxi Operators (ATOs).

(d) and (e) ANational Civil Aviation Policy is under formulation which will address the issue suitably.

Statement

Details of dues outstanding to Airports Authority of India by various airlines as on 30-9-2004

	Amount (in lacs)
National Carriers	
Indian Airlines	38241.26
Air India	9496.12
Alliance Air	9015.57
Pawan Hans	290.33
Vayudoot	2344.71

	Amount (in lacs)
ATO's	
Jet Airways	1787.63
Sahara Airlines	856.18
Foreign Airlines	11275.96
Private Non-operative	
Airlines Under Arbitration/ Court Case	
East West Airlines	1622.00
NEPC Airlines	354.98
Skyline NEPC	166.10
Elbee Airlines	95.76
Continental Aviation	130.16
VIF Airways	24.79
TOTAL:	75701.55

Financial support for Bangalore International Airport

1171. SHRI JANARDHANA POOJARY: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether it is a fact that the State Government of Karnataka has requested for extending financial support from the National Fund for Airport development for development of Bangalore International Airport; and

(b) if so, the details thereof and the present status of the proposal?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI PRAFUL PATEL): (a) Yes Sir.

(b) Section 22A of Airports Authority of India Act envisages levy of a development fee from embarking passengers at an airport and the funds so collected can be used for the purpose of—

(i) funding of financing the costs of upgradation, expansion or development of the airport at which the fee is collected; or